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### Canberra Airport Welcomes the Results of Hackett Aircraft Noise Monitoring

Canberra Airport welcomes the publication of Airservices Australia's Noise and Flight Path Monitoring System (NFPMS) report for the first Quarter of 2009, including new data from the temporary noise monitor installed at Hackett.

Countering the concerns of some in the North Canberra community of excessive levels of aircraft noise, the monitor found that an average of just 1.6 "correlated noise events" per day on average were above 70 decibels maximum noise exposure. However, of these noise events, Airservices Australia advise that "72% of these were events with multiple peaks in the noise recording which are typical of community noise events." Such events might include road traffic, lawnmowers, or bird noise. The clear message from the report is that there is no excessive aircraft noise as a result of Canberra Airport operations.

Recordings of individual aircraft types showed that the average maximum noise level for any aircraft type was 66.6 dBA for a non-jet aircraft operating off the Airport's cross runway. The loudest reading for a jet aircraft using the main runway was just 61.6 dBA at Hackett.

"The Airservices data confirms that the few aircraft events above 65 decibels at Hackett relate to small general aviation aircraft using the cross runway and not larger jet or turboprop aircraft" Managing Director Stephen Byron said.

"This activity on the cross runway only occurs during the day, with night time aircraft using the main runway, directing aircraft well clear of North Canberra".

Stephen Byron went to note that the report was important because: "The results from the Hackett monitor confirm Canberra Airport's view that high levels of aircraft noise are restricted to areas within the High Noise Corridor, and that current levels of protection to the community in North Canberra and elsewhere across Canberra mean that a curfew will not be required at Canberra Airport now or in the future".

The Noise and Flight Path Monitoring System (NFPMS) reports for Canberra Airport are available at the Airservices Australia website at:

<http://www.airservicesaustralia.com/projectsservices/reports/nfpms/nfpmscanberra.asp>

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## Background - Noise and Flight Path Monitoring System

For detailed information, please refer to the quarterly NFPMS reports for Canberra Airport, available online at: <http://www.airservicesaustralia.com/projects/services/reports/nfpms/nfpmscanberra.asp>

- Airservices Australia introduced a Noise and Flight Path Monitoring System (NFPMS) to Canberra Airport in June 2002, in response to community calls for additional information on flight paths and aircraft noise exposure around Canberra Airport.
- In response to complaints from residents in North Canberra, Airservices Australia located a temporary NMT at Hackett between May 2003 and February 2004, and again from late 2008 onwards.
- Light General Aviation (GA) aircraft utilising the cross runway were detected both in 2003-04 and in 2008-09, however noise is typically below 70 decibels (the loudest aircraft recorded in Q1 2009, a Piper Chieftan, averaged 66.6 dBA LA<sub>MAX</sub>). It is noted that this GA activity occurs during the day with almost no night aircraft activity recorded at the Hackett NMT despite regular night flights operating to and from Canberra Airport on the main runway.
- In order to ascertain any levels of jet noise at the Hackett NMT in 2008-09, Airservices Australia reduced the minimum noise threshold of the NMT to 55dBA and widened the "correlation zone setting" to 4.25km (radius), almost four times the volume compared to the settings that Airservices would normally use. Results showed that jet activity, where it was able to be detected in Q1 2009, was at an average maximum of 61.6dBA LA<sub>MAX</sub> for the loudest aircraft (B737-800 on departure runway 35). Other jets are all below this level.

### *Ten loudest aircraft noise events at the Hackett Noise Monitoring Terminal (NMT), Q1 2009*

Aircraft Type	Runway and Arr/Dep	Average single event noise level (dBA)
Piper Chieftan/Navajo (non-jet)	Departure Rwy 30 (cross runway)	66.6
Piper PA28A (non-jet)	Departure Rwy 30 (cross runway)	65.3
Piper PA28R (non-jet)	Departure Rwy 30 (cross runway)	64.2
Piper Chieftan/Navajo (non-jet)	Arrival Rwy 17 (main runway)	63.0
Beech Baron B58 (non-jet)	Departure Rwy 35 (main runway)	63.0
Beech 200&1300S (non-jet)	Departure Rwy 35 (main runway)	63.0
Beech T/Bonanza (non-jet)	Departure Rwy 35 (main runway)	62.3
Beech Duchess (non-jet)	Departure Rwy 35 (main runway)	62.3
Cessna Skyhawk (non-jet)	Departure Rwy 35 (main runway)	61.9
Boeing 737-800 (jet)	Departure Rwy 35 (main runway)	61.6

Source: Airservices Australia, 2009

- This table confirms that the B737-800 (the only jet listed in the table) was only the 10<sup>th</sup> loudest aircraft type, and averaging well below 65dBA LA<sub>MAX</sub>.
- It also shows that the three loudest aircraft were propeller aircraft on the cross runway. As confirmation of its commitment that the community will not be exposed to 65dBA of aircraft noise, Canberra Airport already has contracts in place with night aircraft operators to prevent the use of the cross runway at night.